

## **Definitions of Hubs, Neighborhood Villages and Corridors - Draft**

The goal of the Envision San Jose General Plan Update is to build a Great City. One of the key components of a great city is great places. A key opportunity before the Task Force is to identify how we can build a city of great places and where the City should focus its great place making efforts over the next 30 years.

Thus far in the Envision San Jose 2040 process, the Task Force and the community have developed a draft Vision Statement that has seven major themes: “Interconnected City,” “Innovative Economy,” “Environmental Leadership,” “Healthy Neighborhoods,” “Diversity and Social Equity,” Quality Education and Services,” and “Vibrant Arts and Culture.” The Task Force then developed draft Land Use/Transportation Scenario Guidelines to guide the physical growth of the city, consistent with the Draft Vision.

The charge before the Task Force at its November meeting is to use the Vision and the Guidelines to define the characteristics of great places that could be applied to specific subareas of San Jose. While the goal is certainly to make San Jose a Great City as a whole, at our November meeting the Task Force will focus on Hubs, Neighborhood Villages and Corridors. The concept of a city built upon Hubs, Villages and Corridors is not new to the Task Force. This concept builds upon the Vision theme of “Interconnected City” and the Draft Guidelines include guidelines related to Hubs, Neighborhood Villages and Transit Corridors.

Below, for Task Force review and refinement, is a draft of the definitions for Hubs, Neighborhood Villages and Corridors. At its November meeting, the Task Force will be asked to do three tasks:

- Provide comments on these definitions
- Identify San Jose’s existing Hubs, Villages and Corridors
- Identify potential opportunities for new Hubs, Villages and Corridors, using background information on parks and trails, schools, transit facilities, and existing commercial and employment areas

At future meetings, the Task Force will discuss where and how to allocate projected residential and employment growth.

### **Hubs**

Hubs have a high concentration of uses that serve the city as a whole, and often serve larger the region (i.e., Silicon Valley), in addition to serving the communities that surround them. These hubs are connected to the region by freeways, major roadways, bikeways, and major public transit systems such as Light Rail, and, in the future, BART or Bus Rapid Transit. The uses within a hub could include employment, shopping, service, cultural, entertainment and/or housing uses. The mix of uses within a hub depends on the primary focus of a given hub. For example, hubs such as Edenvale are employment focused, while the Oakridge Mall area is commercial focused. Downtown San Jose is a hub that includes a diverse mix of uses meeting a wide variety of the city’s

and the region's needs. Regardless of the uses, hubs are intended to contain a mix of complementary uses and not consist exclusively of one type of use.

Hubs generally consist of the following characteristics:

- High intensity uses that provide for the employment, shopping, service, cultural and entertainment, and/or housing needs of the City and often the larger region. The mix of uses within a hub will vary depending on the primary role of a given hub. Uses within a hub are complementary and are integrated where appropriate.
- Identifiable centers where transportation modes intersect, and basic services and public gathering spaces are concentrated.
- Good access to multiple transportation nodes, including public transit, regional highways and roadways, and bike routes and/or trails.
- Strong pedestrian orientation and bicycle friendly and accessible.

### **Neighborhood Villages**

Neighborhood Villages are typically smaller than hubs, both in terms of the amount of land that they occupy and in the intensity of uses and activity. Unlike hubs, villages primarily serve the immediate surrounding community. One of the roles of villages is to strengthen the identity of a community by providing a physical and symbolic center to that community. Functionally, the role of villages is to provide the services and retail shops that meet the daily needs of the surrounding neighborhoods and provide a place for community members to informally interact and engage in civic activities.

Neighborhood villages generally consist of the following characteristics:

- A mix of uses that may include residential, commercial, employment, and civic uses, that are integrated within the village.
- Retail uses and services that primarily serve the surrounding neighborhoods or community.
- Employment uses that are typically small scale such as professional offices.
- A mix of housing densities and types including relatively higher density residential uses which provide greater support for neighborhood serving commercial uses and public transit.
- Focal points that provide a community with an identity and center and where community members can meet informally, socialize, and participate in civic activities and where individuals can also telecommute or work off-site. Focal points could

include public plazas, parks, shopping areas, restaurants and coffee houses, libraries, and community centers.

- Community services such as health and social services and places of worship.
- Pedestrian oriented and bicycle friendly.
- Directly accessible to public transit. The type of transit service would vary depending on the location of the village.
- Complete, multi-modal and multi-purpose streets. Streets are designed to emphasize the movement of people and create gathering places for community activity.
- Direct pedestrian, bicycle and motor vehicle connections with the surrounding neighborhoods.
- Located in close proximity to public schools and parks and other civic and community uses
- Built upon existing neighborhoods and neighborhood businesses or shopping areas.

### **Corridors**

Corridors are major transportation routes that connect the hubs, and/or the neighborhood villages, to each other and the region. These corridors are intended to be multi-modal and include a high level of public transit service such as Light Rail, Bus Rapid Transit, or frequent local bus service. Corridors not only consist of the public right of way but also include the private properties that abut this right-of-way. While the character of each will be unique, all corridors are intended to be areas where higher intensity, mixed-use development could be focused. The existing corridors in San Jose are designated in the San Jose 2020 General Plan as Transit Oriented Development Corridors, and include West San Carlos Street/Stevens Creek Boulevard, Winchester Boulevard, First Street, Southwest Expressway, East Santa Clara Street/Alum Rock Avenue, and Capitol Avenue/Capitol Expressway. Certain trails may also function as future corridors.

Corridors generally consist of the following characteristics:

- Major transportation routes that connect hubs and neighborhood villages as well as major public facilities.
- Multi-modal rights of way that provide for the safe and convenient movement of pedestrians and bicyclists and include a high level of public transit service such as Light Rail, Bus Rapid Transit, or frequent local bus service. Portions of a corridor within a neighborhood village are primarily focused on pedestrian circulation and create gathering places for people and community activity.

- Higher density and intensity, mixed-use development. The public and private development along corridors is pedestrian oriented.
- A unique identity that contributes to the identity of the surrounding neighborhoods. While unique, each corridor has some consistency in urban design, thereby contributing to a coherent and identifiable character.